



SALT LAKE CITY

LEGEND

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Information on the chart of change (amendment) of this chart is available on the FAA's website at http://www.faa.gov/air_traffic/flight_info/aeronautical/

Published in accordance with the provisions of the Federal Aviation Regulations and the Federal Aviation Administration's policies and procedures

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[illegible]

SALT LAKE CITY VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collected with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPAR	SALTAR	N40°44.85' / W121°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18' / W11°54.23'
VPBEN		N40°52.32' / W121°10.25'

[illegible]

REGULATIONS REGARDING FLIGHTS OVER CHARTERED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and U.S. Coast Guard. The following regulations apply:

1. Aircraft are required to land due to an emergency beyond the control of the operator, 2. or at officially designated landing sites, or 3. at an approved official business of the Federal Government.

Aircraft are required to maintain a minimum altitude of 2,000 feet above the surface of the following:

• National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Townships administered by the National Park Service.

• National Wildlife Refuges, National Fish and Wildlife Sanctuaries, and Wildlife Reserves administered by the U.S. Fish and Wildlife Service and Wilderness and Primitive areas administered by the U.S. Forest Service.

FAA Advisory Circular (AC) 91-16, "Visual Flight Rules (VFR) Over Non-Towered Airports," states:

...the surface as the highest terrain within 2,000 feet primitive of the route of flight, or the upper-most end of a canyon

Federal regulations also prohibit aircraft by parachute or other means of persons, cargo, or objects from aircraft from being administered by the National Park Service, U.S. Fish and Wildlife Service, and U.S. Forest Service. Exceptions include:

- emergencies involving the safety of persons or property.

Boundary of National Park Service Areas, U.S. Fish and Wildlife Service Areas, and U.S. Forest Service Wilderness and Primitive areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1000 feet above the terrain and certain special use airspace areas.

SALT LAKE CITY

CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND

Paved Runways

NAME (NAM) NAME (NAM) NAME (NAM)

AIRPORTS

VOR DLG 138.8

VORTAC PPS 121.8

VOR-DME KIP 110.7

NDB DCW 262

NDB-DME RMW 320

UNPAVED RUNWAYS

NAME (NAM)

NAVIGATIONAL AIDS

VOR DLG 138.8

VORTAC PPS 121.8

VOR-DME KIP 110.7

NDB DCW 262

NDB-DME RMW 320

AIRSPACE INFORMATION

CLASS B AIRSPACE CLASS B SURFACE AREA

EXAMPLES OF CLASS B AIRSPACE ALTITUDES

70 CEILING IN HUNDREDS OF FEET MSL

30 FLOOR IN HUNDREDS OF FEET MSL

MODE C (SEE F.A.R. 91.215/AIM.)

CLASS C AIRSPACE CLASS C SURFACE AREA

MODE C (SEE F.A.R. 91.215/AIM.)

Class D Airspace

Class E (sf) Airspace

Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)

40

SPECIAL USE AIRSPACE

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and Military Operations Area (MOA)

SUGGESTED VFR FLYWAY AND ALTITUDE

2600 6700

IFR DEPARTURE ROUTES

IFR ARRIVAL ROUTES

OBSTRUCTIONS (Selected)

2049

NAVIGATION REFERENCE POINT

N39° 56.32' W120° 36.91'

MOUNTAIN TOP OR PEAK AND SPOT ELEVATION

12256

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example:

JORDAN RIVER TEMPLE

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE SALT LAKE CITY AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE SALT LAKE CITY AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS B AIRSPACE.

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE SALT LAKE CITY CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM SALT LAKE CITY APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT SALT LAKE CITY VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

SALT LAKE CITY CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

- Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
- No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
 - The pilot in command holds at least a private pilot certificate or
 - The aircraft is operated by a student pilot who has met the requirements of FAR 61.95
- Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
- An operable VOR or TACAN receiver for IFR operations.
- A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS - Aircraft operating within the Salt Lake City Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS -

- Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
- Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
- Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.